

NOTICE OF PREPARATION

of an
ENVIRONMENTAL IMPACT REPORT (EIR)
for the
MORENO VALLEY TO SAN BERNARDINO COUNTY CORRIDOR
in
RIVERSIDE AND SAN BERNARDINO COUNTIES, CALIFORNIA

Lead Agencies:

Riverside County Transportation Commission (RCTC)
and
San Bernardino Associated Governments (SANBAG)



May 2003

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE MORENO VALLEY TO SAN BERNARDINO COUNTY CORRIDOR STUDY

Introduction

This document is the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for transportation improvements between Riverside and San Bernardino Counties. The purpose of the NOP is to describe the proposed project, the location of the project, the probable environmental effects of the project that will be evaluated in the EIR, and solicit input regarding the scope and content of the analysis to be included in the EIR. This NOP is being issued in accordance with Section 15082(a) of the California Environmental Quality Act (CEQA) Guidelines.

Background

The Moreno Valley to San Bernardino County Corridor (Corridor) Study was initiated through the Community and Environmental Transportation Acceptability Process (CETAP) being undertaken jointly by the County of Riverside and the Riverside County Transportation Commission (RCTC). CETAP is one component of the Riverside County Integrated Project (RCIP), which also includes the Riverside County General Plan update and a Multi-Species Habitat Conservation Plan (MSHCP) for Riverside County.

The main purpose of the Moreno Valley to San Bernardino County Corridor Study is to identify specific transportation solutions that can help improve mobility between State Route 60 (SR-60) and Interstate 10 (I-10). The study is a joint effort between RCTC and the San Bernardino Associated Governments (SANBAG). A Moreno Valley to San Bernardino County Corridor Policy Advisory Committee, involving RCTC, SANBAG, the Counties of Riverside and San Bernardino, numerous resource agencies, and the Cities of Banning, Colton, Grand Terrace, Loma Linda, Moreno Valley, Perris, Redlands, Rialto, Riverside, San Bernardino and Yucaipa, has been established to help guide the study efforts. Two public information meetings were held in Moreno Valley and San Bernardino County in April 2001 to obtain input from residents, businesses, and other stakeholders in the area. The input from these meetings was used to define the alignments to better avoid and minimize impacts to the community and the environment. Two public scoping meetings will be held during the NOP public comment period (one in each County) to solicit input from the public on the scope of significant issues to be addressed in the Draft EIR.

According to current projections by the Southern California Association of Governments (SCAG) and SANBAG, the Inland Empire's population is expected to reach over 5.5 million by 2025, and employment is expected to more than double. Due to the fast pace of development, opportunities are being lost to preserve land for transportation facilities. Therefore, an important goal of this effort is to complete environmental documentation on a schedule sufficient for use in preserving right-of-way for regional transportation facilities.

The objective of the proposed EIR is to provide environmental analysis of transportation improvements within the area generally bounded by I-10, Riverside Avenue (west of Interstate 215 [I-215]), and SR-60 to allow agencies to proceed with the protection of right-of-way for the proposed alignments. The EIR will be prepared as a Program EIR (CEQA Section 15168) to provide analysis sufficient to support the preservation of right-of-way for the improvements by inclusion of the proposed alignments in the circulation elements of the appropriate local General Plans. Portions of the proposed transportation improvements may already be included in local General Plans, but portions of their alignments may need to be refined to coordinate with the location of the core facility. Identification of the alignment in a General Plan does not suggest that funding is available for such facilities, nor does it suggest the sequencing or phasing of their construction. A more detailed level of environmental evaluation resulting in a Focused or Supplemental EIR will be required prior to construction of any of the improvements. Actual construction of the improvements may be a number of years away, but it is important to make these decisions early to be certain that the facilities will be constructed to allow land development to take place in an orderly, efficient, and predictable manner.

According to SCAG's 2002 Regional Transportation Improvement Program (RTIP) for fiscal years 2002/2003–2007/2008, there are several improvements planned on I-10, I-215, SR-91, and SR-60 within the vicinity of the proposed Corridor.

- C SR-60: two High Occupancy Vehicle (HOV) lanes are proposed from I-215 to Redlands Boulevard (Project ID #46360).
- C SR-91: HOV lanes are proposed through the City of Riverside from Mary Street to the junction of SR-60/I-215 (Project ID #RIV010212).
- C There are several interchange improvements proposed on I-10, including modifications to the interchanges at Riverside Avenue, Pepper Avenue, Tippecanoe Avenue, and California Street. In addition, one mixed flow lane is proposed in each direction on I-10 from Orange Street to Ford Street (Project ID #47440).
- C The Riverside I-215 Corridor Improvement Project proposes to widen I-215 from six to eight lanes from the junction of SR-60/SR-91/I-215 to the split of SR-60/I-215, including mainline/interchange improvements, HOV lanes, auxiliary lanes, and a southbound truck climbing lane (Project ID #0121D). Portions of the project are already complete.
- C The I-215 North in San Bernardino from I-10 to SR-30 will add two HOV lanes and operational improvements.
- C I-215: proposed HOV flyovers connecting SR-60 and I-215. At this time, the general project limits extend along I-215 from just south of the existing I-215/SR-60 interchange in Riverside to Orange Show Road, north of the existing I-215/I-10 interchange in San Bernardino.

These improvement projects are independent of the Moreno Valley to San Bernardino County Corridor Study, and the environmental effects of these projects have been or will be addressed in separate environmental documents for each project.

Project Goals and Objectives

The goal of the Moreno Valley to San Bernardino County Corridor Study is to accomplish the objectives listed below to the extent possible within the financial and physical constraints that exist in Riverside and San Bernardino Counties.

- C Improve safety on the existing highway network between Moreno Valley and San Bernardino County
- C Reduce travel times between Moreno Valley and San Bernardino County
- C Improve the projected future vehicle Level of Service (LOS) and reduce the amount of existing and future congestion on north-south arterials between Moreno Valley and San Bernardino County
- C Improve access to employment centers in Riverside and San Bernardino Counties (March Air Reserve Base, San Bernardino International Airport, Loma Linda medical complex, etc.)
- C Improve transit opportunities between Riverside and San Bernardino Counties
- C Implement transportation facilities that will support the vision and land use plans within Riverside and San Bernardino Counties
- C Implement transportation facilities that will protect the environment and community character between Moreno Valley and San Bernardino County
- C Preserve right-of-way and secure concurrence from appropriate local, regional, and State agencies sufficient to include the proposed alignments in the circulation elements of the appropriate local General Plans

Project Location

Figure 1 depicts the regional location, surrounding vicinity, and project location for the Moreno Valley to San Bernardino County Corridor. The Moreno Valley to San Bernardino County Corridor study area focuses on the area generally bounded by I-10, I-215, and SR-60. The project study area encompasses portions of the Cities of Rialto, Colton, Grand Terrace, San Bernardino, Loma Linda, Redlands, and Yucaipa in San Bernardino County and the Cities of Moreno Valley, Calimesa, and Riverside in Riverside County. The Cities of Rialto, Colton, San Bernardino, Loma Linda, Redlands, Yucaipa, and Calimesa are located along the I-10 freeway, beginning west of I-215 at the City of Rialto, traveling east towards the City of Calimesa at the Riverside County line. The City of Grand Terrace is located along I-215, south of the I-10/I-215 interchange. The City of Riverside encompasses the junction of I-215/SR-60/SR-91, and the City of Moreno Valley is located along SR-60, east of I-215.

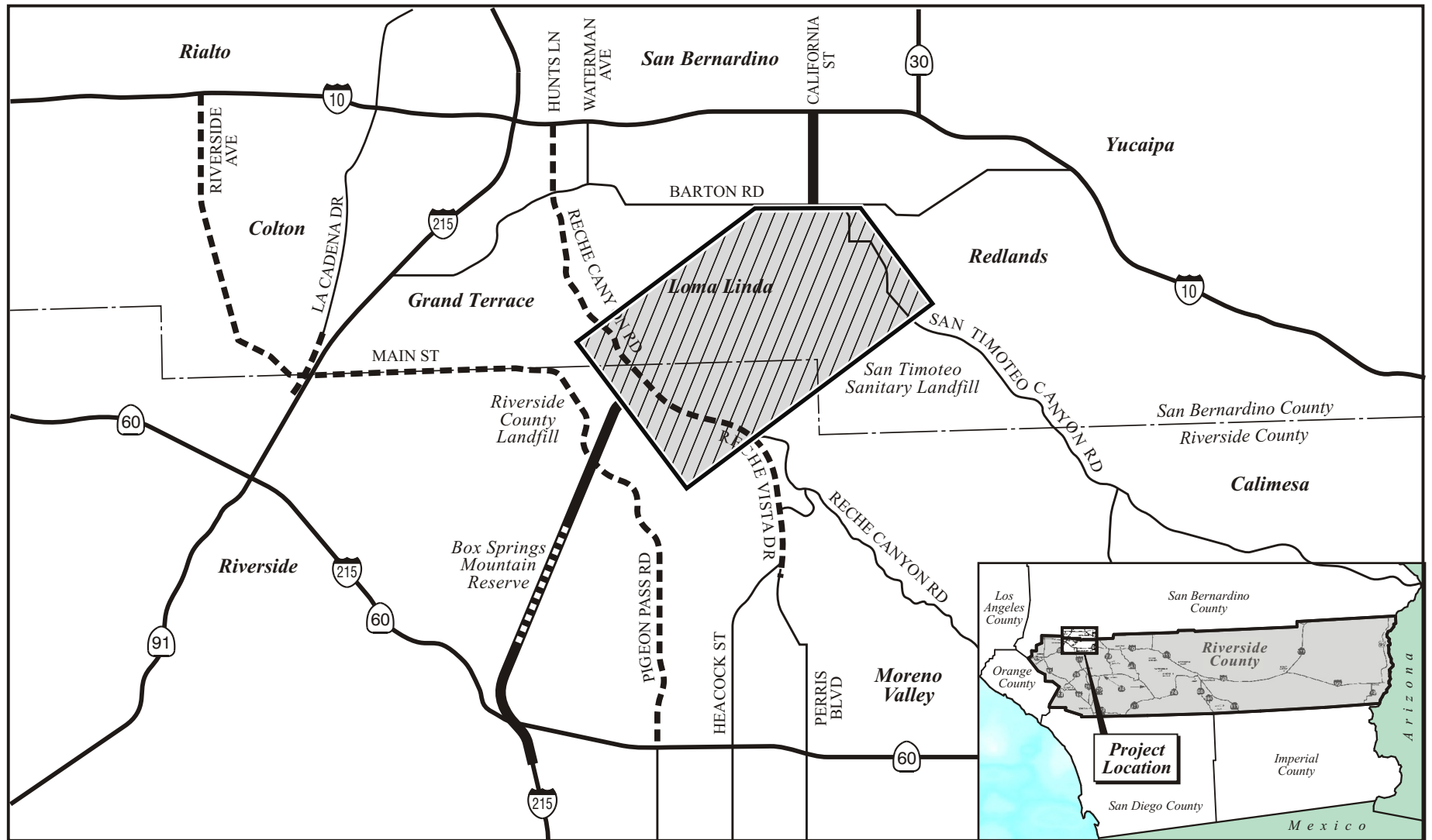






Figure 1

LEGEND

-  Core Facility (Expressway)
-  Core Facility Study Area
-  Tunnel Section
-  Arterial Improvements



Governments
SANBAG
Working Together



Project Location

Moreno Valley to San Bernardino County Corridor

Project Description

The Moreno Valley to San Bernardino County Corridor includes the preservation of right-of-way for a “core facility” and “arterial improvements.” The core facility includes a new transportation corridor that connects the SR-60/I-215 interchange in Box Springs (at the west side of Moreno Valley) with Barton Road, connecting to I-10 via existing planned California Street, between the Cities of Loma Linda and Redlands. The arterial improvements include connections to the core facility from other arterial roadways within the project study area. The core facility and arterial improvements are described in more detail below.

Core Facility

The core facility is proposed as a limited access expressway from the I-215 to Barton Road. The expressway begins at the SR-60/I-215 interchange and generally follows Morton Road north to the Box Springs Mountain Reserve. A four lane tunnel (two tubes of two lanes each) approximately 2.98 kilometers (1.86 miles) in length and 12 meters (40 feet) wide would be constructed under Box Springs Mountain, north of Moreno Valley. The expressway travels east of the closed Riverside County Landfill, crossing the San Bernardino County line on the west side of the San Timoteo Sanitary Landfill. As shown on Figure 1, the shaded area is the Core Facility study area where the core facility will be aligned from the Riverside County line to a connection at Barton Road. This portion of the alignment will be determined through the public scoping process associated with this NOP.

The expressway will have intersections or interchanges at Pigeon Pass Road, Reche Canyon Road, and Barton Road. At-grade intersections may be built at intersecting arterial streets between I-215 and I-10 in an early phase, with interchanges constructed when traffic demand warrants. In addition, it is possible that the section from Pigeon Pass Road eastward could be built in an initial phase, with the section from Pigeon Pass Road to I-215 reserved for a later phase, due to the high cost of the tunnel portion.

The expressway will be designed as a rural-type cross section (no curbs) consistent with local and/or Caltrans standards. The design will include narrowing in the tunnel and mountainous sections of the expressway to reduce costs and to integrate with the environment. The maximum right-of-way width required in the expressway section will be approximately 120 feet plus additional width for cut and fill. The area to be studied for the expressway would be in the range of 300–1,000 feet to allow for flexibility in future alignment decisions that best accommodate facility design features and that avoid and minimize potential impacts. RCTC, SANBAG, and local governments will work actively with property owners within the study area to minimize the environmental study areas so that the actual alignment can be more accurately identified during the scoping period.

The limited access expressway section will be four lanes (two lanes in each direction), with additional lanes as needed at intersections or interchanges. The arterial section along California Street will contain six lanes with turn lanes sufficient to accommodate projected left and right-turning traffic. The expressway sections will include landscaped medians, excluding the tunnel section under Box Springs Mountain Reserve. The arterial section of the core facility along California

Street will be designed in compliance with cross-section standards of the City of Loma Linda.

The expressway will provide for habitat connectivity and wildlife crossings at appropriate locations, where feasible. No through trucks will be allowed on the expressway. The desired speed is 65 mph, with 55 mph allowable in areas of difficult topography. Access will not be provided to the expressway in areas where no development is planned. In general, any access will be at intersections with other roadways, with no direct access to adjacent properties in areas along the expressway section. Access to businesses will be provided along the California Street section.

Arterial Improvements

Arterial improvements that connect to the core facility are proposed as controlled access arterials (i.e. private driveways will be redirected to a possible frontage road and enter at a traffic signal, to the extent possible). These elements include the preservation of right-of-way along Riverside Avenue and other existing arterial roadways in the Reche Canyon area, such as Reche Canyon Road, Reche Vista Avenue, and Pigeon Pass Road. The proposed arterial improvements include the widening of the existing arterials to four lanes and will include signalization and intersection improvements consistent with local and/or Caltrans standards. Each arterial improvement is described in more detail below, and is shown on Figure 1.

Pigeon Pass Road. Pigeon Pass Road will be widened, paved and realigned to a four lane arterial at the north end of Moreno Valley. The arterial will connect to the core facility southeast of the closed Riverside County Landfill and north of the Box Springs Mountain Reserve (see Figure 1). If the tunnel section of the core facility is not constructed until a subsequent phase, improvements to Pigeon Pass Road southerly toward SR-60 may need to be considered as part of the interim solution.

Reche Canyon Road North. Reche Canyon Road will be widened to a four lane arterial from its connection at the core facility to Barton Road in the City of Colton. The arterial will be realigned across from Hunts Lane and will continue north on Hunts Lane to its existing connection with I-10.

Reche Vista Drive. Reche Vista Drive will be widened and realigned to a four lane arterial from Perris Boulevard at the north end of Moreno Valley to Reche Canyon Road. Reche Vista Drive intersects Reche Canyon Road north of Moreno Valley. The existing Reche Canyon Road will be widened to a four lane arterial from its intersection with Reche Vista Drive to its connection with the core facility.

Riverside Avenue. Riverside Avenue will generally proceed from the core alignment across or around the closed Riverside County landfill, circumvent the Spring Mountain Ranch development on the north, connect to Main Street in the community of Highgrove in unincorporated Riverside County, proceed westerly across I-215 to Riverside Avenue, and follow Riverside Avenue north to I-10. In addition, La Cadena Drive will be realigned to allow an elevated intersection with

the Pigeon Pass-Riverside Avenue arterial west of I-215. Signalization would be required. However, this does not assume a new interchange with I-215 at this location. The realigned portion of La Cadena would match the existing La Cadena roadway.

Environmental Review Process

This section discusses the environmental review process necessary for the completion of the Moreno Valley to San Bernardino County Corridor EIR. Since RCTC and SANBAG, have committed to prepare an EIR, in accordance with CEQA Guidelines Section 15060 and 15063, an Initial Study has not been completed for this NOP. This NOP contains a description of the environmental issues and analysis proposed to be provided in the EIR.

A Program EIR will be prepared for the Moreno Valley to San Bernardino County Corridor Study, in accordance with CEQA Guidelines Section 15168. The EIR will evaluate potential project related impacts anticipated to result from implementation of the Moreno Valley to San Bernardino County Corridor, and will include preliminary mitigation measures to minimize the identified impacts. The EIR is intended to provide the necessary CEQA clearance for the proposed facilities so that the proposed alignments may be included in the circulation elements of the appropriate local General Plans. The EIR analysis will be based on conceptual engineering design (i.e., a facility centerline, typical cross section, and right-of-way line), including plan and profile. Subsequent environmental evaluation will be required prior to construction of the project to address construction-level impacts.

The CEQA Guidelines require preparation of objective analysis and documentation to inform decision makers, the general public, and responsible agencies of the direct and indirect environmental effects of a proposed action and mitigation measures that reduce or eliminate potential adverse impacts. RCTC and SANBAG are serving as the joint Lead Agencies for CEQA. Caltrans, the County of Riverside, the County of San Bernardino, and the affected Cities are Responsible Agencies for the EIR. After its publication, the Draft EIR will be available for public review and comment, and multiple public hearings will take place. After all comments have been responded to, RCTC and SANBAG may certify the Final EIR. If the project were given environmental approval under CEQA, RCTC and SANBAG, in cooperation with the Responsible Agencies, could move forward with the preservation of right-of-way for all or part of the project, and proceed with the next phase of engineering and environmental studies. Local jurisdictions can also use the Final EIR as the CEQA documentation for their General Plan Amendments.

Probable Environmental Effects

The following explanation of probable environmental effects of the Moreno Valley to San Bernardino County Corridor Study is provided to help guide the analysis in the forthcoming EIR document and to provide information to the public and agencies reviewing this NOP.

Aesthetics

Construction of the proposed transportation facilities will change the overall visual character within the project study area. Visual impacts may include cut and fill areas on Reche Canyon Drive as well as a large bridge structure near the Box Springs Mountain Reserve. In addition, roadway embankment areas may be highly visible in the Reche Canyon area within and from the Cities of Loma Linda and Redlands. A preliminary visual analysis will be prepared to address potential visual impacts of the proposed project. The analysis will describe the existing visual characteristics of the proposed facilities and the surrounding area and will identify any significant visual resources or scenic vistas within the facilities. Impacts will be assessed in terms of modifications to land forms and other visual features, as well as any light and glare that may result from project implementation. Key issues to be considered in this analysis are removal of vegetation (trees, etc.), the alteration of significant landforms, and the construction of roads and highway improvements where none presently exist.

Air Quality

Regional and local air quality may be affected by the construction of the proposed transportation facilities. An air quality analysis including a carbon monoxide (CO) hot spot analysis will be prepared to identify potential impacts to regional and local air quality. The air quality analysis will discuss both short-term impacts resulting from construction, as well as long-term impacts resulting from project operation. The analysis will be based on regional vehicle miles traveled (VMT) to determine if the proposed facilities would result in any exceedance of SCAQMD (South Coast Air Quality Management District) established emission thresholds.

Biological Resources

The proposed facilities may impact sensitive biological resources, such as plant life, wildlife, and sensitive natural communities. Potential impacts include direct loss of habitat from grading or other construction activities, direct loss of animals and plants by project construction, loss or disruption of wildlife movement corridors, and habitat fragmentation. The construction of the core facility will result in direct impacts to biological resources, specifically in undeveloped areas such as the “Badlands” (near San Timoteo Canyon) and the Box Springs Mountain Reserve. The construction of the proposed auxiliary tunnel through the Box Springs Mountain Reserve will require significant cut and fill, resulting in a direct loss of wildlife habitat. Biological resources in the Blue Mountain area will also be impacted by the proposed arterial improvements along Pigeon Pass Road and Reche Vista Drive. A biological resources assessment will be prepared to identify biological resources (including sensitive species and habitat types) known to exist and potentially occurring within the Corridor and will include a discussion of habitat linkage and wildlife corridor issues. The assessment will also identify areas that potentially qualify as wetlands and other jurisdictional waters of the U.S. The results of the biological resources assessment will be summarized in the EIR.

The EIR shall discuss consistency with relevant local, regional, and State habitat conservation plans. Portions of the facilities are proposed within the Riverside

County Multi-Species Habitat Conservation Plan (MSHCP). The Riverside County MSHCP is presently in draft form and is scheduled for adoption in mid-2003. A San Bernardino Valley Wide MSHCP is currently in the preliminary planning stages, and no specific schedule is available regarding its implementation. Measures will be taken to ensure that the proposed improvements are consistent with any newly adopted plans related to the each MSHCP. Impacts to biological resources will be estimated in the EIR based on the relationship of the proposed improvements to known biological resources as identified in the Riverside County MSHCP and any San Bernardino Valley environmental initiatives. The analysis will identify linkage crossings, core crossings, and edge impacts related to the MSHCP. Within Riverside and San Bernardino Counties, mitigation for impacts to habitat areas may be provided through the proposed conservation areas defined in the existing and proposed biological reserves.

Cultural Resources

The proposed improvements have the potential to affect both prehistoric and historic cultural resources. Potential impacts include direct loss of resources from grading or other construction activities, as well as indirect effects resulting from construction of new transportation facilities that may affect the historical context of a particular resource. Potential impacts to cultural resources will be identified in a cultural resources assessment. The assessment will include the results of a records search conducted through the Archaeological Information Center at UC Riverside and the San Bernardino County Museum. The records search will be used to determine the location of known archaeological sites and any prehistoric resources that are listed or eligible for the National Register of Historic Places.

Due to varying transportation improvements and geologic formations in the project area, there is a high likelihood that the proposed facilities will impact paleontological resources. A paleontological assessment will be prepared to analyze potential impacts to fossil resources.

Geology and Soils

A geotechnical report will be prepared to discuss potential geological impacts of the proposed project. In addition, a preliminary geotechnical feasibility report will be prepared to identify potential geotechnical, geologic, hydrogeologic, and seismic hazards related to the construction of the proposed tunnel. The results of the reports will be summarized in the EIR and will focus on the increased potential for landslides and/or seismic hazards. The EIR will also discuss the increased potential for soil erosion and impacts on mineral resources.

Hazards and Hazardous Material

A hazardous waste Initial Site Assessment (ISA) will be prepared for the proposed facilities. A records search of agency databases will be conducted to determine whether the proposed project would impact known hazardous waste sites; a list of hazardous materials sites compiled pursuant to Government Code 65962.5 will be reviewed. Field surveys will be conducted as necessary to determine the potential

presence of unknown hazardous wastes within the corridor that could be impacted by construction of the proposed project. Potential hazardous waste impacts could occur from soil or groundwater contamination that exists within properties to be acquired for the project or where contamination on an adjacent property would pose a health risk to construction workers. Potential impacts related to hazardous materials identified in the ISA and potential safety hazards related to the construction of the proposed facilities will be summarized in the EIR.

Hydrology and Water Quality

A surface water hydrology technical report will be prepared to evaluate the location of the proposed facilities in relation to existing watershed drainage areas and defined blue line streams. The evaluation will initially focus on opportunities to avoid impacts to surface water, where feasible, by shifting alignments. Existing flow control structures will be identified, and the facilities will be examined for their position within the watershed in relation to the continuity of the riverine corridors affected.

Potential impacts to water quality include the direct effects of dredging or filling of streams, rivers, and lakes, as well as indirect effects to water resources resulting from increases in runoff from impervious surfaces (roads, bridges, etc.). A water quality technical report will be prepared to evaluate potential impacts to water resources and will identify the location of impaired stream segments and water bodies in relation to the proposed facilities. The report will identify designated beneficial uses of stream segments affected by the proposed project and areas of significant slope (> 15 percent), which may contribute to erosion and water pollution as a result of uncontrolled runoff.

The proposed project may affect federally designated floodplains. A floodplain evaluation will be prepared to identify the existing floodplain setting, and evaluate potential floodplain impacts and encroachments. The determination of the affected floodplains will be based on the latest available Flood Insurance Rate Maps for incorporated and unincorporated areas of Riverside and San Bernardino County.

Land Use and Planning

The proposed facilities may have an impact on the residential population and local business community within the project area. A community impact assessment will be prepared to evaluate the potential impacts related to land use and planning within the project study area. Construction of the core facility in undeveloped areas in the cities of Loma Linda, Colton, and Redlands may conflict with local plans and regulations. The analysis of land use compatibility associated with the project shall address consistency with relevant local, regional, and State regulations and plans. Discussions of environmental justice, right-of-way displacements, relocation assistance, business impacts, neighborhood cohesion, and fiscal impacts will be included and summarized in the EIR. The community impact assessment will also evaluate impacts to agricultural resources, including the identification of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance within the Corridor.

Noise

Noise impacts will be limited to developed areas and sensitive land uses along the proposed facilities. The construction of the proposed facilities may result in a permanent increase in ambient noise levels within the Corridor, specifically in the cities of Moreno Valley, Loma Linda and Redlands. Residential areas and areas of sensitive land uses, such as Canyon Springs High School along Pigeon Pass Road, will experience increased noise levels during project construction. Existing noise levels in the vicinity of the proposed facilities will be documented in the EIR. A noise study will be conducted to assess potential noise impacts, including increased noise exposure resulting from increased vehicular traffic within the Corridor. Construction impacts would result from noise generated by construction equipment such as graders and pile drivers.

Population and Housing

A community impact assessment will provide a description of housing, employment, and population conditions within the regional vicinity, local communities, and project study area. The preservation of right-of-way for the proposed facilities may result in residential and commercial displacements within the project study area. Residential displacements may occur along Reche Canyon Road, Reche Vista Drive, and Pigeon Pass Road as a result of the proposed arterial improvements. In addition, areas along Riverside Avenue and California Street may experience residential and/or commercial displacements. Discussions of environmental justice, right-of-way displacements, relocation assistance, business impacts, neighborhood cohesion, and fiscal impacts will be included in the community impact assessment and summarized in the EIR.

The proposed facilities may indirectly induce economic or population growth through the extension of roads and construction of transportation facilities in previously undeveloped areas. A discussion of potential growth-inducing impacts as a result of the proposed project will be included in the EIR.

Public Services and Utilities

The EIR will discuss the potential for adverse impacts to public services (fire, police, schools, and other public facilities) and utilities (gas, water, electricity, solid waste, and wastewater). Potential impacts to public services include delays to emergency vehicles during construction, effects on schools, and access to public facilities. Several schools within the project area, such as the Immanuel Baptist School and Canyon Springs High School, will experience indirect impacts as a result of noise from increased vehicular traffic, and may be directly impacted if land acquisition is required. Potential impacts to public utilities include direct impacts where the project may require relocation of existing utilities. For example, a set of three tower electric transmission lines that cross the core facility at the County line north of the San Timoteo Sanitary Landfill may require relocation as a result of the proposed improvements. Potential impacts to existing public services and utilities will be discussed in the EIR.

Recreation

Impacts to designated parks/recreation areas within the Corridor may occur. Neighborhood parks such as Colony Park and the Hidden Springs Community Park may experience increased noise levels during construction of the proposed arterial improvements. The Box Springs Mountain Reserve will be directly impacted by the proposed tunnel and its connection to the core facility. In addition, equestrian trails in the Reche Canyon area may directly impacted by the proposed improvements along Reche Canyon Road. A recreational resources technical report will be prepared and incorporated into the EIR to assess potential impacts to recreation areas. The report will include an evaluation of impacts to existing neighborhood and regional parks and other recreational facilities.

Transportation/Traffic

While the proposed facilities are expected to have a beneficial effect on regional traffic circulation, the EIR will analyze the effect of the facilities on both regional and local traffic conditions. Adverse impacts may occur on other facilities where traffic volumes are increased as a result of the capacity increase provided by the proposed facilities. A traffic impact analysis will be prepared to evaluate both the beneficial and adverse impacts to transportation and circulation.

Cumulative Effects

The implementation of the proposed facilities will result in physical impacts to the surrounding natural and urban environment. These impacts, when combined with other existing and/or planned projects in the study area, may result in a cumulative impact to specific resources. The EIR will address the potential cumulative impacts for each of the environmental topics discussed above.